



Hawker "Hops" For Ireland to Outfly Americans, Out 14 Hours, but Sends No Word of Progress; NC-1 Sinks, Crew Safe; Concern Felt for NC-3; NC-4 Held at Horta Bay by Unfavorable Weather

Rantzau Said To Have Quit Peace Parley

Head of German Envoys Leaves Versailles and Is Believed to Have Returned to Berlin

Delegates Differ Over Signing Pact

French Announcement He Went Only to Spa Is Not Generally Believed

VERSAILLES, May 18 (By The Associated Press).—It is quite possible that Count von Brockdorff-Rantzau, the head of the German peace delegation, who left here last night, will not return to conduct further negotiations at Versailles, according to reports received here to-day from Spa.

The views of the chief of the German delegation and those representatives sent from Berlin to consult with him differed so strongly as to the further conduct of the negotiations, according to these reports, that Count von Brockdorff-Rantzau requested that he be replaced at Versailles.

The special train which took the German party to Spa last night is expected to arrive at one of the suburban stations of Paris to-morrow afternoon, as the return trip. It will then be known positively whether Count von Brockdorff-Rantzau has abandoned the mission or not.

Mystery Shrouds Departure

The departure of the Germans from Versailles was shrouded in mystery by the French and was witnessed by no one except a large force of detectives and gendarmes. It was assumed in some quarters that Count Brockdorff-Rantzau was going direct to Berlin and not to Spa, and it was evident from a survey of the baggage that several of those who left for the German capital would not return.

According to the Haves Agency, serious disagreements have arisen in the last twenty-four hours among the German delegates. A majority, including the financial experts, are said to be violently opposed to signing the treaty, while Count von Brockdorff-Rantzau, with the minority, sees no way out but to sign. The departure of the count is said by some observers to be in connection with the disagreements.

Decision Up to Berlin

Those who had reason to believe the Germans had gone to Berlin explained their departure on similar grounds. It was said the question of signing the treaty would be laid before the Berlin government, because of the sharp difference of opinion on the subject among the delegation. Non-Socialist supporters of the government, with the exception of some leaders of industry, are strongly opposed to accepting the conditions imposed by the Entente. The Independent Socialists outside the government are just as strongly in favor of signing.

Scheidemann Awaits Report

Chancellor Scheidemann himself apparently has not yet made up his mind and is awaiting a detailed report from Count von Brockdorff-Rantzau, in the mean time leaving the way open for either an affirmative or negative decision.

"We will sign despite all, because we will be backed to pieces if we return to Berlin without signing."

A new German note was handed to Premier Clemenceau this morning. It was to German religious missions abroad.

Rantzau Boards Train in Paris

**Chief German Envoy
To Be Absent for
a Considerable Time**

PARIS, May 18 (By The Associated Press).—The head of the German peace delegation, Count von Brockdorff-Rantzau, came to Paris last night, but only for a brief stay. On his way from Versailles to Spa, the Count and

400 Killed in Smyrna As Greeks Fight Turks

CONSTANTINOPLE, May 18 (By The Associated Press).—In the fighting which took place after the landing of Greek troops at Smyrna Thursday to enforce the Greek manditory in Asia Minor, 300 Turks and 400 Greeks were killed.

The fighting took place for the most part in the Turkish quarter of the town, where the Greeks were met by lively rifle fire.

"Richest Boy In U. S." Killed By Automobile

VINSON WALSH McLEAN runs in front of motor car near home in Capital; Had a Mobile Nursery

WASHINGTON, May 18.—Running from the gate of Friendship, the suburban mansion of Mr. and Mrs. Edward Beale McLean, in eager anticipation of his first ride on a street car, nine-year-old Vinson Walsh McLean, the "richest boy in the United States," was knocked down to-day by a passing automobile, receiving injuries to his head which caused his death six hours later, in spite of all efforts of a corps of medical specialists to save him.

Three women occupied the machine that struck the lad, and they assisted him to the house. They departed without revealing their identity, and are being sought by the police.

The tragic news was wired to Mr. and Mrs. McLean at Louisville, where they were attending a racing meet. They at once chartered a special train and are expected home to-morrow morning. Only Mrs. Thomas F. Walsh, widow of the millionnaire gold miner and Vinson's grandmother, represented the family at the death.

Was "Sixteen Million Baby"

Newspapers all over the United States heralded young McLean as the gold-cradled and \$100,000,000 baby at the time of his birth. He did have a gold cradle, a present from King Leopold of Belgium, who had been a partner of Walsh in the Camp Bird gold mine in Colorado.

Baby McLean, at that time, was the sole heir to \$150,000,000—steadily increasing—from his two grandfathers, Mr. Walsh and John R. McLean, owner of the Washington "Post and Cincinnati Enquirer."

**Had Five Nurseries in Five of the
finest mansions in America. One of them was on the Walsh estate, a few miles out of Denver, at the gateway of the "Garden of the Gods," and another in the splendid McLean residence in Washington, where the fatal accident occurred to-day. Here was the "Bride's Garden," made by the late Mrs. John R. McLean for the young mother of the gold cradle baby, where only white flowers bloom, and which had always been Vinson's play garden. Another was in the Walsh mansion on Massachusetts avenue, and still another in the wonderful Briar Cliffs, the Bee Harbor estate which Walsh bought and gave the young couple just before his death.**

Had Automobile Nursery

The boy had an elaborate private car which carried him to Palm Beach or wherever he desired to go. In his babyhood he had an automobile equipped as a nursery. Later he had a dozen automobiles.

He had doctors and nurses and private detectives. His body guard was the famous Mike Donovan, Roosevelt's sparring partner.

During his infancy, and indeed even after he became old enough to take care of himself to a certain extent, Vinson Walsh McLean was probably the most carefully guarded baby in the United States. So much was printed in the newspapers and magazines about him that letters threatening to kidnap the child were received almost constantly by his father and mother.

The Washington home of the McLeans was guarded by a detail of city policemen to keep the kidnappers away, and the baby never travelled without a large entourage of private detectives and special policemen. When the child was only a few months old his parents had constructed for him, as an additional safeguard against kidnapping, a steel cage on wheels, or an armored baby carriage, which was closed and locked by locks of special design and the baby never accompanied by a dozen detectives, took the child for his morning's ride. And besides the detectives, the McLeans employed thirty house servants and fifty outside retainers, all of them especially instructed to prevent the baby from being stolen.

Special Peace Treaty Congress Opens To-day

Session Is Expected To Be Lively One, First at Which the President Has Been Absent From the Country

Republicans in Control Billions in Appropriations To Be Acted Upon and Paris Terms Discussed

WASHINGTON, May 18.—For the first time since March 4, 1913, the date of the first inauguration of Woodrow Wilson, the Republicans will take control of Congress at noon to-morrow, when the extra session of the Sixty-sixth Congress meets in response to President Wilson's call.

This will be the first session of Congress to open since President Wilson has been in the White House, also, which has not been addressed personally shortly after its opening by the President.

It will be the first session of Congress in the country's history to convene while the President was outside of the United States.

Old timers on Capitol Hill predict that it will be a busy and lively session, replete with sensations and—the Republicans hope—productive of a vast amount of constructive legislation. Being a Republican Congress it is expected to pay little attention to the White House. Many clashes between the White House and the "hill" are expected.

Historically, the greatest business before the session—the consideration of the treaty of peace and the league of nations—will be monopolized by the Senate. Whatever disposition the Senate makes of the work of the Paris peace conference, it will make history. As the great document will not be formally laid before the Senate until the President returns, it will be several weeks before the Senate will approach a decision, but in the mean time it is expected that Senators, following their easy custom, will debate the treaty and the covenant of the league of nations while considering everything from a dog tax to the future of the railways.

Must Do Work Left Over From Last Congress

Because of the failure of the last session of the Sixty-sixth Congress to pass much urgently needed legislation, as well as much important special legislation, the new Congress will have to jump into the collar from the start. It must pass the seven regular appropriation bills lost in the shuffle of the closing hours of the last Congress before July 1, or the Federal government will largely cease to function. These bills are for:

- The army. District of Columbia.
- The navy. Impairment of Credit.
- The department of agriculture. Sundry civil.
- Indians.

The army appropriation bill may determine the future size and nature of the United States military establishment, thus bringing up the questions of preparedness, universal military training, future status of the National Guard, etc., or it may simply provide for a temporary establishment and leave the question of policy to the first regular session. Similarly with the navy. This session or the next must determine whether expansion of the navy is to continue or whether it shall be much restricted in the future.

\$275,000,000 Asked For Highway Building

The Department of Agriculture will carry with it the question of greatly augmented Federal aid in the construction of highways. Along the lines of the bill that failed to pass the last Congress, it will provide for the expenditure of \$275,000,000 on highways in the next five years.

The sundry civil appropriations bill covers a wide field of governmental activities, including shipbuilding. The future of government shipbuilding, as well as of the disposition of the emergency fleet, which has already reached a total of nearly 700 ships and a tonnage of nearly 5,000,000 deadweight, may be determined by separate enactment, but the necessary appropriations will be carried in the sundry civil bill.

This bill will also involve the fate of the United States Employment Service. As it stood when Congress adjourned March 4, it carried no appropriations for the service, which has

Navy Confidence in Safety of Flagship Ebbs as Perilous Gale Sweeps Sea

Lost 40 Hours Without Trace

Huge Screen of War- ships Swings in Half Circle to Aid

LONDON, May 18.—Lloyds reports the steamship Iona with the crew of the American seaplane NC-1 aboard, arrived at Horta Sunday, and that the NC-1 sank 120 miles off the island of Flores.

WASHINGTON, May 18.—Apprehension as to the safety of Commander John H. Towers and his crew of four men, who in the seaplane NC-3 have been lost at sea for more than forty hours, had begun to-night to displace the feeling of confidence among naval officials that the transatlantic flier would be found by searching vessels.

No word had been received from the NC-3 since 5:15 o'clock yesterday morning, when Commander Towers reported that his plane, the flagship of the squadron, was off her course some 300 miles from the island of Fayal, Azores. Dispatches from Rear Admiral Jackson, aboard the U. S. S. Melville, at Ponta Delgada, Azores, to-night said a gale was sweeping the seas north of the Azores and that high waves were running.

The navy, with its vast force of vessels, concentrated to aid in the transatlantic attempt, was bending all of its energies to the finding of the lost flier.

Two battleships, the Florida and Texas, and nearly a score of destroyers were scouring the sea over a wide area all day to-day and to-night.

Dangerous Gale Rises

The fog which, it is supposed, forced the NC-1 to the open sea when within a few short miles of Cape Headland, the objective point of the aerial voyage, had been dissipated by strong westerly winds this morning which increased to a gale by 9 a. m. and whipped up a nasty, choppy sea, the most dangerous condition possible for a seaplane riding on the surface of the ocean.

Messages received from Rear Admiral Jackson late to-night telling of the damage to the NC-1 caused by the heavy seas running at the time the plane was found served to increase the apprehension felt for the safety of the crew of the NC-3. The lower planes of the NC-1 were badly damaged, one pontoon was entirely carried away, the right wing was badly broken, the left wing ribs were damaged and the elevators were smashed.

Naval vessels standing by in an effort to salvage the boat reported that the seas were running so high it was impossible to save it at this time. It was pointed out that only good fortune could possibly save the NC-3 from even more serious damage, since it is handicapped by the extra weight of its crew.

Rescue Work Difficult

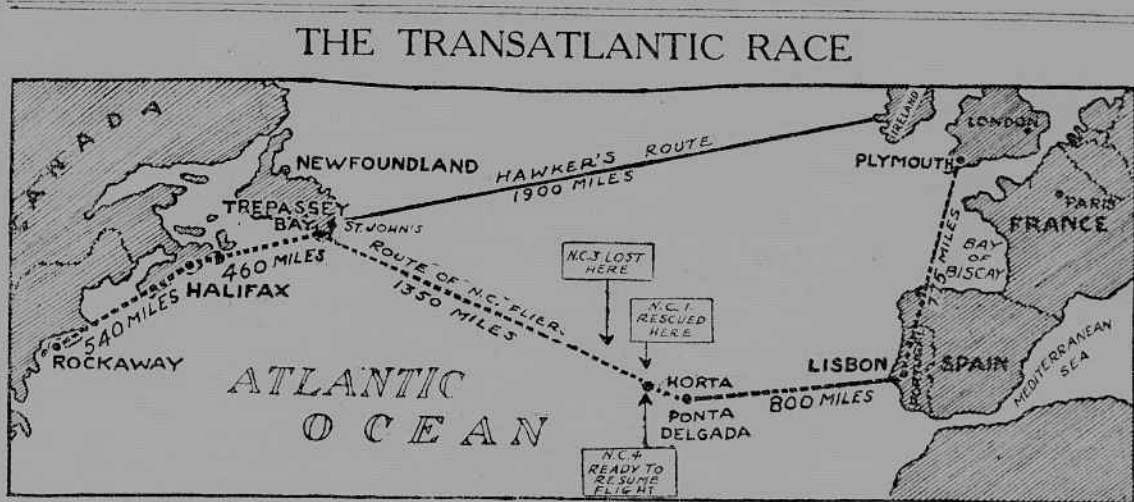
Using Corvo Island as an operating base, the screen of battleships and destroyers were sweeping westward in a great semicircle in an effort to catch sight of the NC-3 or pick up radio distress signals. The high winds and heavy seas prevailing made the work of the rescue party most difficult.

The main element of hope in the situation, as viewed by naval officials to-night, was the fact that the weather forecasts predict diminishing winds and abated seas late in the night and Monday morning. It was thought that if Commander Towers's frail craft could ride the gale successfully until morning the probability of rescue would be greatly increased, since a veritable swarm of destroyers and other naval craft, gathered from wide distances, were being concentrated over the area to the northwest of the Azores.

Each of the seaplanes carried sufficient food and water for six days when the squadron left Trepassey Bay. The condition in which the NC-1 was found was described in the following message to the Navy Department from the cruiser Columbia:

"NC-1 right wing badly broken, pontoon carried away, elevators broken, fabric left wing ribs badly damaged. Condition of sea too rough to salvage plane. Fairfax standing by awaiting better conditions. Crew of NC-1 in good shape, now on Columbia. NC-4 in good condition and awaiting favorable weather before proceeding to Ponta Delgada. Scouting lines scouting to westward for NC-3. Strong

Continued on next page



The route followed by Harry G. Hawker and Commander Mackenzie Grieve yesterday in their attempted flight from Newfoundland to Ireland is indicated by a solid line. The course taken by the American NC planes is shown by a dash line.

U. S. Predicts Airships That Lift 200 Tons

Giant Cruisers of 20,000- Mile Radius That Can Remain Three Weeks in Air Declared Feasible

WASHINGTON, May 18.—Giant all-metal airships capable of cruising 20,000 miles and remaining in the air for three weeks will appear within a few years, according to a statement issued by the United States Army air service to-day. The object of the statement is to urge immediate establishment of municipal landing fields suitable for large airships.

"We reasonably may expect in the near future," the statement says, "to have transcontinental airships in the United States capable of carrying nearly 200 tons of useful load. Obviously it will be such airships that will transport the first-class mail and some passengers. Airplanes will not be displaced by these mammoth ships. The natural employment of the 'planes in great number will be the local distribution of mail in all directions from the main airship stops across the continent."

The statement declares the American public is lacking in proper understanding of the development of dirigibles in England and Germany. It also states that the British will inaugurate a regular airship service to Paris, Rome and Canada this year.

Capacity Grows with Size

"Airships having a gas capacity of 2,000,000 cubic feet are now successfully flying in Europe," says the statement. "Such ships have a gross lift of sixty tons and a useful lift of about twenty tons available for fuel, passengers and merchandise. There is a fundamental physical principle involved which assures far greater carrying efficiency in the future development. As the size increases it is found that the lift becomes materially larger. Furthermore, the length and diameter of the 10,000,000 ship will be only 1.7 times greater than the existing 2,000,000 ship, with which it is compared. For the same fundamental reason the engine power increases much less rapidly than the volume and lift."

"Now that 2,000,000 size airships have proved satisfactory, the British are designing 1920 models of greater capacity and constructing shelters suitable for the accommodation of probable sizes five years hence."

"Do not be surprised within the present year to learn of the British nation inaugurating regular airship mail service to Paris, Rome and Canada. The vast expanse of the United States seems exceptionally favorable for the establishment of similar air routes, including service to Alaska, Hawaii, Porto Rico, Cuba and Panama."

Landing Places Required

"Large, expensive buildings to completely house great airships are not required for each landing field. The need is simply a fairly level, clear space about one mile square, having in the centre a mooring mast."

"We may reasonably expect in the near future to have transcontinental airships in the United States capable of carrying nearly 200 tons of useful load. Obviously it will be such airships that will transport the first class mail and some passengers. Airplanes will not be displaced by these mammoth ships—the natural employment of the planes in great number will be the local distribution of mail in all directions from the main airship stops across the continent."

"The fire risk which heretofore has menaced all hydrogen filled airships will be eliminated in the future by using helium, which is not inflammable."

HARRY G. HAWKER



Australian aviator, who started across the Atlantic yesterday in a Sopwith biplane.

Bridge Blaze Causes Panic

A fire in the centre of the Williamsburg Bridge between the two elevated tracks tied up all traffic for half an hour last night, stopped elevated trains for the rest of the night and caused a panic among the passengers in six stalled trains.

When a passenger on a trolley car noted the blaze at 9:30 it was just a sputtering of sparks driving from the plank pathway which overlies the foot-carrying tracks that carry power for the elevated trains. On reaching the Manhattan side the passenger notified Patrolman Mannix. A glance toward the centre of the bridge showed Mannix that the sparks had blossomed into flames and he sent a special call for Hook and Ladder 18 in Attorney Street.

When the firemen reached the blaze it had got beyond control of hand extinguishers and a call was sent for the fireboat William L. Strong, stationed at Grand Street. The powerful streams of the fireboat were directed as spray by the wind before they touched the bridge and an engine company was called. Finally, however, a line of hose was dropped to the fireboat and water pumped on the blaze.

The fire had halted an elevated train on either side and under the press of holiday traffic two more trains piled up behind each before the train dispatchers could change their orders. They were Broadway trains, three of them bound for Carnarvie, East New York or Jamaica and three bound from those places to Manhattan.

Benjamin Dolnick, of 181 Stanton Street, was found unconscious on the bridge near the Brooklyn end. It is believed he jumped from one of the cars and fractured his skull.

Most of the cars of the Brooklyn-bound trains were almost on a level with the promenade, and the guards opened the side doors as soon as rescue squads of firemen, patrolmen and soldiers on the bridge, who happened to be there without requiring to descend through the car doors, were ordered. These squads helped the released passengers over the railing and on to the promenade.

Passengers in the Manhattan-bound trains, however, could get out only by crossing the trolley tracks to the vehicular roadway on the north side of the bridge. Those in the Brooklyn-bound trains, also those who happened to be in cars which were considerably below the level of the promenade, found it a difficult feat, even with the assistance of rescuers, to clamber up to safety, burdened, as many of them were, with children. It was nearly midnight before all six trains had been emptied of passengers.

British Fliers Call Own Trip More Perilous

Express Admiration for the American Triumph, but Say Element of Danger Virtually Was Lacking

ST. JOHN'S, N. F., May 18.—(By The Associated Press.)—Before they took the air this afternoon Harry G. Hawker, of the Sopwith biplane, and Captain Frederick P. Raynham, of the Martinsyde machine, discussed the successful flight of the American NC planes to the Azores. Their remarks embodied admiration for the American enterprise, but conveyed the idea that they regarded their own venture as far more hazardous.

The two British fliers have followed with interest the reports of the progress of the United States seaplanes and spoke warmly of the spirit of the crews manning them. At the same time, however, they contended that no comparison could fairly be drawn between the American venture and their own attempt at a direct flight to Ireland in single-engine machines.

Only Covered Half Distance

They said, first, the American seaplane crews have to make only half the distance at a jump which the trip to the British Isles involves, and the generous distribution of American naval ships along the route robs the flight of any substantial element of personal danger. They argued that this greatly helped the morale of the American fliers, which, they contended, was a large factor in insuring success.

They said also that in event of any sudden change of weather the seaplane crews could descend to the nearest cat guardship and await cessation of the storm or abandon the voyage entirely if they thought it necessary, and also could call to their aid in event of any mishap these or other ships which might be in the vicinity.

British Have No Safeguards

On the other hand, the British aviators said, their own venture was something entirely different. They said this without egotism, arguing merely that facts justify this contention. They held that their attempt at a 2,000-mile flight over the ocean, with no safe-guard whatever, defies comparison. They argued that flying across the Atlantic without facilities for landing on the ocean or ships for making repairs involves a strain on the fibre and physical stamina of the aviators from which the Americans were virtually free.

They emphasized the fact that if any mishap befalls them they are powerless to save themselves, and that they lack wireless to summon aid, so unless some ship happens to be in their immediate vicinity they are lost beyond recall. They cheerfully agreed that the American fliers showed splendid qualities in their undertaking, and the fact of their getting through without requiring to descend to either the ocean surface or to any guardship is evidence that the machines were in splendid condition and well handled. They are probably equal to a longer flight, and even to a flight from St. John's to the Irish coast, the British aviators said.

They contended they are proposing a flight through an area much further north and far more stormy than the route the Americans took; that ships along the route are fewer and the chances of rescue less, and that, where as the American machines can make certain forms of repairs while in flight, the least accident to the British planes means ruin.

Martinsyde 'Plane Wrecked in "Take Off"; Crew Hurt, but Not Seriously

Start Watched As Death Trip

Spectators in Fear That Daring Flier Goes to His Doom

ST. JOHN'S, N. F., May 19.—Up to 4 o'clock this morning no word had been received from Harry G. Hawker, the Australian aviator, who started on his transatlantic flight. Weather reports from the Atlantic were favorable and indicated improvement in some of the storm areas.

If Hawker's estimated speed of 100 miles an hour were maintained he would have been more than 1,400 miles out at 4 o'clock this morning, or about three-fourths of the way to Ireland.

ST. JOHN'S, N. F., May 18.—Into the jaws of almost certain death, Harry G. Hawker, the famous Australian aviator, drove his slender Sopwith biplane over the eastern horizon at 1:45 o'clock, New York time, this afternoon, in an effort to win for the British Empire the glory of the first transatlantic flight. He hopes to reach Ireland before the American NC planes can effect a crossing at Lisbon.

With him as navigator went Lieutenant Commander Mackenzie Grieve, of the British navy, whose task it will be to guide the tiny plane in a true line over the 1,900-mile course that separates Newfoundland from the shores of Ireland. They expect to make the flight in nineteen hours.

Just as the Sopwith machine flashed across the Martinsyde hangar in a terrific burst of speed, Captain Frederick P. Raynham and his one-legged hero navigator, Major C. W. F. Morgan, rivals of the Sopwith team, started up their machine to race with Hawker across the ocean.

Martinsyde Plane Wrecked

As the Martinsyde biplane, even tinier than the Sopwith, started across the ground the axle of the landing carriage snapped, wrecking the machine and injuring both men, but apparently not seriously. Captain Raynham collapsed immediately after the crash, but later recovered.

Hawker had his machine in readiness shortly after 1 o'clock at the Mount Pearl aerodrome. The weather conditions were ideal, with a clear sky and a slight northwest wind, which will greatly favor the machine.

The biplane took the air after a short run across the field exactly at 17:45 Greenwich mean time (1:45 p. m. New York time). Hawker maneuvered in circles until he attained the desired altitude, and then, opening the throttle of his engine, he headed at tremendous speed for this city, five miles away.

The machine passed directly over St. John's and over the Quidividi aerodrome, where the Martinsyde biplane was being prepared, across the hills in the distance and quickly disappeared from view. Ten minutes later the signal station on top of the hill reported the machine had passed from view.

Landing Carriage Dropped

Just after passing the Quidividi field, Hawker released the landing carriage of his machine, which dropped into the sea, in full sight of the thousands of people at the Martinsyde aerodrome watching Captain Raynham. Hawker hoped by doing this to lighten his load and accelerate the natural speed of his machine from 100 to 106 miles an hour. Hawker's speed was made in face of the weather conditions which he characterized as "not yet favorable, but possible." He and his navigator gravely considered the hazards of the attempt, and decided to stake everything on an effort to "beat the Americans."

Overnight reports to the meteorological station had showed increased atmospheric pressures, smoother seas and fair barometer conditions. Although winds and pressures were not all they hoped for, Hawker and Grieve ordered their hand stanchions packed and made ready for the start.

Hawker considered weight as of utmost importance. Lifting Mackenzie Grieve's bag, he found it heavy, and inquired solicitously if he couldn't "dispense with pajamas" on the trip. When asked if he thought he would have a chance to sleep during the voyage, Hawker replied:

"We'll have a long sleep coming at the end of it."

Hawker and Grieve, in their elev-